| Name of Project | Expenditure (Figures in Crs. of Rs.) | | | Remarks |
|---|---|---|---|---|
| | 1995-96 | 1996-97 | 1997-98 | |
| New Line | | | | |
| NB. Actual expenditure during 1998-99 will be known after close of the financial year 1998-99. | | | | |
| Maligaon-Alipurduar Replacement of existing Analog Microwave equipment by Digital Microwave equipment. | 0 | 0 | 0 | Detailed estimate under process of sanction Target date for completion 31.3.2001. |

**हबीबगंज और निजामुद्दीन के बीच रेलगाड़ी का चलाया जाना**

588. **श्री राघव जी:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि रेलवे की नई समय सारणी में इस बात का उल्लेख है कि मध्य रेलवे में हबीबगंज (भोपाल) और निजामुद्दीन के बीच एक नई तेज रेलगाड़ी शुरू की जाएगी;

(ख) क्या कथित रेलगाड़ी चलनी शुरू हो गई है; और

(ग) यदि नहीं, तो इसके क्या कारण है और इसके कब तक शुरू किए जाने की संभावना है?

**रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वियन मंत्रालय में राज्य मंत्री (श्री राम नाईक):** (क) जी, हां।

(ख) और (ग) हबीबगंज पर अतिक्रमणों के न हटने के कारण गाड़ी शुरू नहीं की गई और जब तक अतिक्रमण हटाये नहीं जाते तब तक शुरू नहीं जा सकती।

**Railway Accidents**

589. DR. B.B. DUTTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the number of railway accidents due to derailment is on the rise;

(b) whether Government have gone into the causes responsible for these accidents;

(c) if so, the details of steps taken by the Government to minimise these accidents; and

(d) whether climatic conditions have any impact on rail tracks?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) No, Sir. Barring 1997-98, when number of accident due to derailments has marginally increased to 289 in comparison to 286 in 1996-97, the number of accident due to derailment has continuously declined from 538 in 1986-87 to 289 in 1997-98.

(b) Each of the accidents is inquired into by a committee of officers or Commissioner of Railway Safety depending upon the extent of damage. As per findings of the inquiry committee, the main causes of these accidents are human failure, equipment failure, sabotage and other miscellaneous factors.

(c) Steps taken to bring down the incidents of train accidents on Indian Railways are as under:—

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the signalling circuity is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Singnal at danger' to the driver of the running train has been commissioned on Mumbai suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track gemetry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) To prevent causes of cold breakage of axles, Routine Over Hauling Depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for trainning of drivers.

(xii) Refresher courses are regularly organised at specified intervals.

(xiii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff

(d) Yes, Sir. The climatic conditions such as corrosiveness in coastal and industrial areas, rise/drop in temperature, excessive rains and floods to affect rail tracks.

The corrosive clime of coastal areas is a major cause of corrosion of rails, metal sleepers and fastenings leading to reduction in section of rail/sleeper/ fastenings requiring early renewals.

High rise in temperature generates excessive forces in track, which has the propensity to buckle. If track is subjected to disturbance and inordinately large external forces then it may buckle leading to derailment.

Sudden drop in temperature particularly at the onset of winter is a cause for rail fractures particularly in locations where the rail is either having manufacturing defect or has been over stressed on account of excessive forces such as wheel flats and overloading of trains.

Excessive rains sometimes leads to washaway of the formation and ballast underneath the track creating to derailment prone conditions.